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REILLY TAR & CHEMICAL CORPORATION

St. Louis Park Health Department
Mr. Harvey J. McPhee
Public Health Sanitarian
5005 Minnetonka Boulevard
St. Louis Park, Minnesota 55416

Dear Mr. McPhee:

Referring to your letter of January 5, 1970, progress is being made to control the possible air contamination at our St. Louis Park facilities.

Three sources of potential air contamination as a result of our coal tar distillation procedures were studied as follows:

1. The pitch receiving tanks handling the hot pitch from our stills.
2. The loading of tank cars with refined pitch.
3. The vent stacks from the distillate receiving pans.

The pitch receiving tanks were first given our attention and we installed an air condensor through which the pitch receiving tanks were vented. Noticeable progress resulted from the installation of the air condensors. As a further test step, the air condensors were then vented to large storage tanks. The continuous venting of the air condensors to large storage tanks did not prove feasible, therefore, a water scrubber was designed and built to our specifications. And, the air condensors from the pitch receiving tanks were routed through the scrubber. The air condensor water scrubber control proved capable of dealing with the venting of the pitch receiving tanks.

The loading of refined pitch to tank cars presented a different problem. It was necessary to design a tank car cover so that it could be sealed and a vent line attached. A vent line was constructed and routed to a water cooled vapor condensor for control of the venting of the tank car during the loading procedure.

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The vent stacks from the distillate pans first required the installation of a gathering duck system with blower to control and impart a direction. The duck system was routed to the newly installed water scrubber. This method showed good potential but refinement in operating procedures needed to be developed as maintenance proved difficult. To improve the procedure a specially designed water cooled vapor condensor is being built and will be installed as construction weather permits.

Upon completion and examination as to the effect of the controls thus far instigated, further refinement will be considered. Preliminary sketches have been made for further refinement to which modifications will be made dependent our findings of the controls thus far initiated.

Yours very truly,

H. L. Finch

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